-Mary E Wilkins, in St. Nicholas for Augus

OUR NEW NAVY.

Millions Seing Expended For the Defens

Of Amorican Interests. WASHINGTON, August 8 .- A state ment has been prepared by Commodore L. Wilson, chief of the pureau of construction and repair for the use of Secretary Tracey, showing the condition of vessels of the navy in progress of construction at the time the new administration entered upon its duties March 4, last. Under the act of March 3, 1885, \$1,895,000 was ap-propriated for the construction of cruisers and two gunboats. The Newark, cruiser No. 1, and Yorktown, gunboat No. 1, were contracted for with W Cramp & Sons, of Philadelphia, at the prices of \$1,248,000 and \$455,000 respectively. The former is not to be completed until Oct. 27, next; the Yorktown was today placed on the dock to be cleaned and painted for her turning trials at Newport. The Charleston, cruiser No. 2, was built by the Union Iron works, San Francisco, under a contract for \$1,017,500. She has had one trial trip. The Petrol, gunboat No. 2, was built by the Columbia Iron works, Baltimore, and will soon undergo a third trial trip. By the act of Aug. 1886, \$2,500,000, was appropriated, and the bureau prepared plans for nine vessels.

Baltimore, cruiser No. 3, W. Cramp & Sons, \$1,325,000, will be completed about November; Vesuvius, dynamite cruiser, Dynamite company, New York, \$350,000. Its steam trial was satisfactory. Tornedo boat, Herreshoff company, Bristol, R. L., \$82,750; in process of

construction The following vessels are being built at the navy yards named: armored battle ship, and

Maine, armored cruiser, New York Amphitrite, monitor, Norfolk.

The latter's engines were put in by the Harlan & Hollingsworth company, of Wilmington, Del.; Mo-nadnock, monitor, Mare Island, Cal : Terror, monitor, New York. She will be sent to the Boston yard to receive pneumatic gear; the Puri-tan, monitor, will also be constructed at Norfolk. The act of March 3, 1887, authorized the building of two cruisers and two gunboats, one of five monitors to be constructed at s total cost of \$2,420,000, and one coast and harbor defense vessel. Under this act the following contracts were made: Philadelphia, cruiser, No. 4. W. Cramp & Sons, \$1,550,000, to be completed in October next; San Francisco, Union Iron works, \$1,428-000, also to be completed in October; Concord and Bennington, gunboats Nos. 3 and 4, N. F. Palmer, Jr., & Co., New York, 550,000 each, to be completed this mouth. Work on them, however, is reported as pro-gressing slowly. The Miantono-mah, monitor, is being built at the New York navy yard, and is nearly completed. The construction of the was formerly the practice of all warbeen awarded to the Union iron on stallions, but in later days if they works, of San Francisco at a contract price of \$1,955,90, and it to be completed in three years. No name has yet been selected for this years. No name has yet been selected for this years. The sum of \$3,90,000 was appropriate. The sum of \$3,90,000 was appropriate. The sum of \$3,90,000 was appropriate. an tone, two protected cfuiret of a protected cruisers of 2 000 tops each also a practice ship for the Naval school, the latter to cost \$260,000. Plans for the 2,000 and 3,000-ton vessels are complete, and bids will be opened on the and inst. for their construction. The 2,000-ton vessels are limited to a cost of \$700,000 each and the 3,000-ton vessels to \$1,100,000 The total of those figures more than exhausts the amount of the appropropriation-\$3,500,000. The limit of ost fixed by the bureau of the 5,300ton vessel is \$1,800,000, and of the 7,500-tons \$3,500,000. The practice schooner authorized by this act

guns. Plans for this vessel are well under way, and will soon be comthe bureau of construction and repair, the commodore states, is at work or plans for the vessels author ized by the act of March 2, 1889, appropriated \$4,055,000 for construction purposes, besides \$140,-000 for four steam tugs. Bids for these tugs have just been opened, but the contracts are not let.

The principal vessel provided for in this last act is the armored submerged cruiser-monitor-known as the Thomas ship, its general design having been suggested by Ex-Congress-man Thomas, of Illinois. Plans for it are nearly completed and it is estimated to cost \$1,500,000. Two steel cruisers, or gunboats, estimated to cost \$350,000 each will be 1,200 tons each, carrying batteries of rapid-firing guns. Plans for these are well under way. There were also provided for in the act of 1889 a harbor ram of the plan designed by Admiral Ammen, and a dyna-mite cruiser of the Vesuvius type. Nothing has yet been done toward the construction of these vessels. The cruiser is estimated to cost \$350-000, but no estimate is made upor the ram.

The original four ships of the new navy constructed under acts passed prior to March, 1885, and in accordance to the acquirements of the naval boards of 1881-83 are the Atlantic, Boston, Chicago and Dol-

CONTRACT LABOR LAW VIOLATED. United States Attorney Lyons, of the Pittsburg district, has made a report to the secretary of the treasury in regard to the case of the twenty-five English glass-blowers employed at Jeannette, Pa. These men came to this country upon representations made to their assembly at Sunder-land, England, by Local Assembly 300, Knights of Labor, that they would easily find employment. They arrived at Boston some time ago, and were allowed to land upon satisfying the collector at that port that they had not come under contract. They then proceeded to Jeannette and were at once put to work. Mr. Homer I. McGaw complained to the reasury department that the landing of these men was in violation of contract labor law, and asked that they be compelled to leave the country. The matter was referred to District Attorney Lyons, and he now reports to the department that, in his opinion, these men came under contract, and consequently in violation of the law. No action has yet been taken on the report, but it is expected that the department will take steps to secure the return of the men to England; or, if that is impossible, to punish the persons responsible for their coming here in the manner prescribed by the law;

that is by tine or imprisonment. "Hispitts as thick as hand-greanles flow, And where they fell as certainly they siew was said of one of those ignorant doctors in the early times, who might well have been called the side-de-camp of death. The sufferer from scrotula, with sores as bad as Job's need not now curse the day he was born, for Dr. Pierce's Golden

Gen. Alfred Pleasanton, the famous cavairy leader of the Army of the Potomac, dropped into the handsome office of the Times recently, and, without knowing how, we went from the discussion of Tanner to the question of the endurance of horses. Probably no man in the country had a wider field for the study of the horse than Gen. Pleasanton had during the war. I asked him about the comparative endurance of men and horses in the army. He said that infantrymen, if properly fed and clothed, would march further in a week than cavairy and that he believed than human endurance was greater than that of any animal, if such a comparison can be made. Half the trouble with horses is that they are not properly cared for. They would often endurant thrices a much itself a sufficient reason for prudence. After all," continued Gen. Pleasanton, thinking a moment, "horses are much like men. There are men who, without being cowards, have not the nerve to go into battle. Everybody who has been in battle will tell you that. It is so with some horses. They haven't the nerve to go into a fight. I have seen horses that would go through anything to get away from a battle-field. They would commit suicide dy jumping down a precipice or before a locomotive. But to come back to the starting point, a horse can stand a good deal of bard work and small forage if he is taken care of. Not half the people who have fortunes invested in horses know how to take care of them. They never stop to think what is the not properly cared for. They never stop to think what is the would often endure thrice as much sensible thing to do. A horse is f people knew how to manage them. If infantrymen are on the march

a carefull captain will see that his men, when a halt is made, are made to rest. Their accoutrements are removed, and if possible they are urged to wash their feet in cold water. Coffee is made, and when they start off again they are as new men. Horses, on the contrary, are generally made to stand with saddles and bridles on, and very frequently a heavy man on top. Of course, there can be no comparison between a cavalryman and an infantryman. The former has much the harder life. He is scouting when the in-fautry is resting, and at night, when the march is over, the infantryman makes his coffee, broils his pork, eats heartily, spreads his blanket, and in two minutes is gathering flowers with his sweetheart in the meadows at home. The cavalryman, on the other hand, is in all probability gathering forage for his poor horse. He has to feed his nag, himontracts for these were let as folself, and he has to take care of his equipments, and to bathe the poor beast's back and rub down his tired legs-perhaps fix a bit or sew a broken girth. But I did not start to

write on this subject.
"Gen. Pleasanton," said I, "of all the officers in the army whom you knew, which one had the best

horse: "I had," he answered, quickly.
"I bought him, a chestnut stallion rom Prince de Joinville. He was the finest horse in the Army of the Potomac. The Prince paid \$3,000 for him, and I bought him when the Prince was going away for \$100. Oh, but he was a beauty! He was as gentle as a lamb, with the courage of the devil and the speed of the wind. Then he had bottom. He could go without eating or drinking and was as pretty as a woman. He was a thoroughbred, and had been most carefully broken. He would jump fences and ditches or anything before him. I left him in charge of a bugier one day, and that was the last I ever saw of either the bugier or the horse, I never knew what became of them, but it was generally thought that the bugler had run away with the horse or the horse had run away with the bugler and they had gone over to the enemy,"
"Is a stallion, a gelding, or a mare the best war horse, General ?" "Oh. a stallion is the best. He has more courage and more endurance. Why. I remember in the old army, long before the war, when it was not thought to be the decent thing for an army officer to ride a mare. to sustain Engaine and Maximillian. and avairy was the principal arm Every man was mounted on a fine stallion. Well, when Maximillian collapsed (through Gens. Sherman, Grant, Sheridan, and some others-I'll tell you about it some day) and the Freuch troops were ordered back to France, it would not have paid to take the horses along, and so they were sold for what they would fetch, and the breed of horses in Mexico is from Algerian stallions."

"How about France and England" Do they use stallions now?" they mount what they can get. We are sending horses to England and France all the time. But England has some grand horses. But to come back," said he, turning sudwill be about NW tons armored and carrying a battery of rapid firing denly "to the question of horses in Plans for this vessel are well the army; do you remember the horse Custer rode at the great review here at the close of the war? No? Well, sir, he was a grand horse. His name was Don Juan."

Do you really think he ran away with Custer on that occasion, or was it one of Custer's tricks?" "I don't know anything about that, but know there never was a better horse under knight or lady than Don Juan. He was a thoroughbred bay from Kentucky, I think, and had been trained for the turf. I don't know what became of him."

"How many horses did you own at a time during the war." "Oh, sometimes I had five or six or seven at the liveliest period. You see, when we were making those long scouts we would wear out a horse. Custer, for instance. While an aide-de-camp on my staff he sometimes rode the same horse a hundred miles in 30 or 35 hours. For a week the horse would not be fit to use. Oh, yes, (in answer to a question,) we could stand it better than the poor beasts. That's where human endurance comes in. But I tell you we "How was Custer."" "He was a splendid leader, and when he was

upon my staff he did some wonder-fully brilliant things. The trouble with Custer was that he would not see that his whole force was available. He would rush in and lead a regiment in a charge and let a whole

brigade look at him."
"What was he on your staff?"
"He was captain A. D. C., but I had him promoted to brigadier general. He would have licked the Indiana on the Little Big Horn if he had kept his command together." I remember that in the Army of

the Potomac, where I served as a file closer in the rear rank until knocked over with a piece of shell at Anticiam, Gen. Pleasanton was regarded as the best horseman in the srmy. Why should be not have been. When the war broke out he was colouel of the Second Dragoons, a graduate of West Point, and had en an officer in the Mexican war. At that time, as he is yet, he was light, lithe, and graceful. He was about 35 years old, and had scarcely horse since he left Point with Hancock in 1844. However, there was no harm in the question, so I asked him who of the Generals was the best rider in the

"Well," said he, "I hardly know. Custer was a splendid horseman— learless, graceful, and dashing. Gen. Farnsworth, of Illinois, was good rider. He would ride any-thing, and without fear. He was very tail, and looked well on a big horse, Grant was a good rider, though not a graceful one. Han-cock rode very well. He, Hooker, and Burnside were the handsomest men on horseback I ever saw. They were all a little too conscious, per-haps, but they were certainly superb. McClellan looked well on horseback if he didn't ride too large a horse. You know he is built some-

a horse. You know he is built some-what like the first Napoleon-long body and short legs. Hancock is a iittle that way, too."
"Who, of the Generals, was the worst rider?" "Oh, that's hardly fair and nobody could answer that was born, for Dr. Pierce's Golden Medical Discovery will restore health and beauty, appetite and strength. Especially has it manifested its potency in curing salt-rheum, tetter, boils, carbuncles, sore eyes, scrofulous sores and analianted and property of the strength o us younger officers were glad to get the most vicious and fiery horses we could find. It was by many regarded as something worth bragging of to have a horse that would kick and bite everybody but his owner. I offen rode with Gen. Meads and often annoyed him by jumping fences, logs, ditches, and what not instead of going round them.

By people except by establishing direct the most vicious and fiery horses we could find. It was by many regarded as something worth bragging of to have a horse that would kick and bite everybody but his owner. I offen rode with Gen. Meads and often annoyed him by jumping fences, logs, ditches, and what not instead of going round them.

Dyspepsia. Price 10 and 75 cents per bottle. For sale by 8. P. Hughes.

Well, he was not as young as I was by twelve or afteen years and success.

just like a man or a watch. If you take care of him he will last you a long time. But you can spoil him very easy. Give the most valuable horse in the world to a fool who is incapable of loving him, and he will spoil him in a day."—Times.

GULF HARBORS NECESSARY.

exas.

rom the Topeka Capital: "No one can estimate, because no one can comprehend," says the Johnson City Journal, "the benefits which Kansas would derive from a deep water harbor on the coast of

The Journal is right. We can only approximate as to the gain to Kansas in every way. The Capital has frequently demonstrated that the gain in whatever is exported to the east or to Europe will be a sav-ing of 600 miles of transportation. On the wheat crop of this year, esti-mated now as 30,000,000 bushels for export, we have shown that the sav-ings would be \$2,500,000. This saving we want to point out, will go directly to the farmer, because there are no middle men stationed here and there all along to the seaboard to take his profits. The Capital has also demonstrated that Kansas would develop very rapidly as essentially a wheat producing state. More than that, she would become very speedily the greatest flour pro-ducing state in the union. It is Kansas wheat that goes northwest and gives to Minneapolis the reputation of producing the best flour in the world. That is winter wheat, and they can not raise winter wheat in Minnesota. It is for Kansas to make this flour and get all the credit for the best flour in any market. A Texas harbor will enable us, if not

actually compel us, to do this. We doubt, furthermore, whether anything else gives such promise as the deep water project gives for the breaking up of the dressed beef monopolies and of the exceedingly low prices received by the stock raisers. Moreover, a gulf harbor shortens the course of all commerce between the United States and Mexico, South and Central America. There are many other considera-tions worth mentioning but we wish to refer to the other question of whether the prospects are favorable towards receiving a sufficient appropriation from congress. The west ern states, through the convention to be held here next October, should makes this demand as a demand. We need the harbor, and the east is head over ears in our debt already We have paid cheerfully our share of the taxes to improve the harbors purposes of gangingon. The west has had less than \$20,000,000, including the heavy expenditures on the Pacific coast. Now, whether we get this appropriation or not depends on what kind of a fight our delegations make in congress. If they go in, as the Kansas delegation has been instructed to do, with an eye single to

structed to do, with an eye single to this purpose, they will get it.

One of the cheering signs of the times is the tendency of the rail-roads to turn south. They are wide-awake and see the trend of events. The Huchinson, Oklahoma & Gulf road appears to be part of a design, perhaps on the part of the Union Pacific and Rock Island, to secure an outlet to the gulf which shall connect with Omaha and rup through central Kausas. The Santa Fe already has a direct line to Gal-veston. A road has been but recently completed connecting Denver with the gulf, via Pueblo. It has been intimated that C. P. Huntington has disposed of his eastern road for the purpose of embarking in those of the west and southwest, foreseeing the north and south gulf traffic. Gulf harbors are a certainty. What the west proposes to do is to see that they are a certainty of the near future and that congress

deals with us justly.

THE SOUTH AMERICAN TRADE. rom the Globe-Democrat. There can not be any doubt about the value of the South American trade. The statistics are famillar and every intelligent reader understands that where we should be reaping a rich harvest we are really getting only the gleanings. There are 40,000,000 consumers on that continent, and they buy from other countries at the rate of \$500,000,000 a year, of which the United States secures only about \$80,000,000, or less than one-sixth part. The bulk of their purchases are made in Europe notwithstanding the manifest ad vantages we possess, if we would only utilize them with proper energy and sagacity. It is a reproach to our boasted enterprise that we permit England, Germany and France geographically our own, and which we could readily win from them by imitating their methods. The South Americans need most the things we produce and of the best quality; and we have only ourselves to blame that they go across the Atlantic for such goods instead of coming to us for them. They would prefer to trade with us, all conditions being equal. It is not because of any special liking for other countries that they are so slow to give us their custom, but because we do not offer the same inducements and provide the

It is idle to say that the policy of protection places us at a disadvantage in the matter. The truth is, rather, that we have not protection enough, in the sense of stimulating the shipping interest, which is the main factor in the problem of controlling the South American trade. We can do nothing without adequate means of transportation. The secret of European success in that quarter is simply the fact that ships are provided to do the business at fair rates and with reasonable safety and dispatch. These lines of communication are expensive, and can same conveniences. fair rates and with reasonable safety and dispatch. These lines of communication are expensive, and can not be maintained without assistance in the maintained without assistance in a sufficient degree. They are not frightened by the words "bounty" and "subsidy." It matters not to them that they may be accused of showing favor to a particular interest, when they can see that a general advantage is to be derived from the proceeding. The steamship arrivals at Buenos Ayres the commercial metropolis of Bouth America, average six per day, and our fing is never seen on one of them. We can not expect to have any considerable trade where other nations thus surpass us in the essential point of transaction facilities. The wonder is that we have a single customer when we are so indifferent and so far behind our competitors. We can not increase our traffic with those people except by establishing direct steamship lines between our ports and theirs. This is indispensible.

For ticket rates and information

TOPERA, Aug., 12, 1889. A discovery has been made in this city which has sent a cold chill down the spinal column of superstitious people. The discoverer, A. G. Stacey, correspondent of the Kansas City Journal unearthed a dozen relies in a prominent undertaker's contablishment on Kansas avenue. relies in a prominent undertaker's establishment on Kansas avenue, which has set capital city people to talking. It seems that there are about a dozen bodies embalmed and in a perfect state of preservation, snugly encased in closets in an undertaker's establishment on the west dertaker's establishment on the west side of Kansas avenue, where friends frequent and pass a half hour in the company of the dead. There on shelves, enclosed in neat caskets, presenting none of the repulsive appearances of coffins, are the life like remains of six men, four women and two children, often visited by those who placed them there. As

men engaged in business, women out on shopping expeditions, children and sight seeing strangers viewing the city, pass this establishment on Kansas avenue, they may stop to gaze at the beautiful decorations of the city of tions on the windows or go into the adjoining stores, but they never dream that they are within a few feet of bodies that passed from life more than a year ago, some of them. Surging on, the crowd never comes in direct contact with the dead. The in direct contact with the dead. The women and children would cross the street at night for fear of seeing some ghostly visitant, while in the flickering gas-light on dark nights would be imagined the materialized spirits of those whose bodies are kept here securely shelved as though they were in the great underground chambers of another world. The discovery has also been made that portions of the skin from the murderer Oliphant who was lynched on a public street in this city recently, are carried about by certain persons as "pocket pieces." These pieces of skin have been tanned. One piece examined came from the back of Olimiant's left band on which was tattooed a star about the size of a ten cent piece. Experi-ments were made with portions of his body to discover the effect of the desicesting process upon the human flesh, while the rest of it went to the physicians, who were eager to search for the hidden mysteries concealed therein. This revelation has caused a great indignation among Topeka people who denounce the method of keeping stored away in a building on the first floor these bodies, endangering as they must the public health of that portion of the city. A bird dog hangs suspen-ded in the cellar of this building-

D. O. M. A DESTRUCTIVE HAIL STORM.

embalmed. It has been there five years. Thousands of Acres of Corn Desiroged and Other Damage Done. on the Concordia Empire. Saturday afternoon the worst hail storm ever known in this section passed across Cloud county, from north to south. It began in the northern part of Buffalo township, came south between Yuma and Jamestown, keeping west of Wolf reek a mile or two until it reached the vicinity of Graves, when it seemed to divide and widen out, one part of it reaching as far west as the southeast corner of Summit township, and continuing south through Lyon township to Mortimer creek and on toward Delphoe; the other The storm was not uniformly severe throughout its entire extent. Some places directly in its course were not dampered at all, while in others even the pasture fields were beaten into muddy swamps and the grass de-stroyed. The section through which the storm passed is as fine a corn country as is found in the state. To

what extent the early corn, which is in roasting ear, is damaged it is difficult to tell. The stalks are badly stripped and the ears are much bruised. Very much of the late corn is entirely destroyed. Nearly all the millet was in stack, but late fields were ruined. The farmers have found it very profitable lately to raise poultry and most of them had large droves, in many cases several hundred chickens, turkeys and ducks. The hall made almost a clean sweep of them. In the unfor tunate were many orchards well loaded with apples and peaches. fruit was entirely destroyed and in many cases the trees also. Garden vegetables were all cut to pieces. Watermelous and squashes did not even check the course of the hall stones. There wasn't much wind, yet but little glass remained on the north and west sides of buildings. Tin and iron roofs were pierced, shingles were split, horses were frightened and driven into wire fences and badly burt. Much of the

country visited has suffered most se verely for the past two years on ac count of dry weather, and was in no condition to withstand such a disas ter. The loss in this county will got fall much short of \$100,000. weather is very favorable and per-sons who examined the bruised corn yesterday report that it is drying and healing about the bruises and promising better than was at first ex

pected. BIG HAY. tanhattan Nationalist Wm. Marshall, of Deep Creek, who reported to us some time ago that he had taken forty tons of alfaifa from fifteen acres of ground and would have two more cuttings, came into the office this week to report the second crop. He says that he had two loads more this time than he had the first, making over eighty tons of hay from fifteen acres, and another cutting to follow. In one day of this second haying Mr. Marshall, who is over sixty years old, stacked nineteen loads himself. In view of the size of these statements we add that we have been acquainted with Mr. Marshall for nearly twenty n Kansas.

Grand Army Renuton, Milwaukee. The twenty-third National Encampment of the Grand Army of the Republic will be held at Milwaukee, Wisconsin, August 28 to 31, 1889, in-clusive. A rate of one fare for the round trip has been made for this occasion. Children between the ages of five and twelve years will be ci-arged one-half of the excursion rate. Tickets will be on sale st all rate. Tickets will be on sale at all stations on the Santa Fe Houte in Colorado and New Mexico, and at El Paso, Texas, August 20 to 27; in Kansas and Indian Territory, August 21 to 28, good for continuous passage to Milwaukee, and good for return any day from August 29 to September 5; final limit, September 10, all dates inclusive. Parties designed to make aldestring from

For ticket rates and information regarding train service, etc., call on pearest Santa Fe Route Agent, or address. GEO, T. NICHOLSON, G. P. & T. A., A. T. & S. F. R. R., Topeka, Kaussa.

For lame back, side or chest, use Shiloh's Porous Plaster. Price 25 onts. For sale by S. P. Hoghes.

READY FOR UNVEILING. Grant Monument Committee's As

Special to the Kansas City rimes.

FORT LEAVENWORTH, KAN., Aug. 8.—The committee appointed by the Grant monument association to make the necessary arrangements for the unveiling of the statue September 14 is making elaborate preparations for the occasion, which it is believed will bring together the largest number of people ever assembled at any place in Kansas.

Benator J. J. Ingalis, Major William Warner, George R. Peck and General C. W. Blair have agreed to be present and speak upon the life of the great soldier and will be the orators of the day. It is intended that each will present different periods of the soldier's life. rial to the Kansas City rimes.

the soldier's life.
Invitations are to be sent to dis-Invitations are to be sent to dis-tinguished people, societies, Grand Army posts and confederate associa-tions to be present at the unveiling. The time set for the commencement of the exercises is 20 'clock in the af-ternoon. This is done to give the people a chance to arrive here from distant points in the western and southern parts of this state as well as of Missouri.

of Missouri.
Application for reduced fares has been made by the committee on railroads to the western passenger association, which is to meet in Kansas City in a day or two and a favorable answer is expected. Both Generals Merritt and McCook are working to achieve but one end, and that is to make the day a grand success. General Merritt, the exofficio president of the association, will give an account of the movement inaugurated for the erection of the statue and the progress made during that time.

RAILROAD TIME TABLE. MISSOURI PACIFIC.

UNION PACIFIC DEATS LINE

Atlantic Express, going east, overland Flyer, reommodation, 6.00 p.
icific Express, going west, 4.30 p.
cerland Flyer, 4.34.
ceommodation, 6.05 a.
reommodation, 1.30 p.
Farough Pullman Buffet Sleeping Car-II Express trains

MCPHERSON BRANCH (U. P.) 4.45 p. tn. 10.50 a. m. ecommodation leaves ecommodation arrives LINCOLN BRANCH U. P. nodation leaves nodation arrives

ATCRISON, TOPERA & SANTA PE. ATCHIBON, TOPERA & SASTA FE.
Mail & express going east, leaves. S. 60 p. m.
Accommodation going east, leaves, S. 60 a. m.
Mail & express going west, arrives. S. 60 a. m.
Accommodation going west, arrives. S. 60 a. m.
Free reclining clustes to and from Emporia,
Topeka, Lawrence and Kansas vity. Cluse
connections mask at Strong City with
through cars for all points in Texas, Colorado, New Mexico and California.

(ivo. H. ANTHONY,
Fri and Pas. Agent.

Depart—9.35 a. m. arrive at Kansas City 4.20 p. m., St Joe 5.45 p. m. Lie p. m. for Wichita, Wellington, Caldwell, and all points south and southwest.

southwest.

Through Passenger and Express west.

rrives-5.5 p. m., from Topeka, Kansas

'ity, Nt. Joe andenst.

1.50 p. m., from Wichita, Wellington and south and southwest. Local Accommodation Arrives—11.45 a. m. west. Departs—3.15 p. m., going east.

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work and moderate prices is our C. B. KIBTLAND.



Terrible Attacks.

Alamona, Col., Jam., 79.

My wife was troubled with nervousness about one year before she took Pastor Koenig's Nervo Tonic, and at that time had very server attacks of spatm, convulsions, and patins in different parts of the body, when in this state her lower laws would act violently and set sometimes, bits her tongus, breath beavily, then short, then seemed to stop entirely, get a wild look in her eyes and rolling around, their stop cometimes, if would take I men to hold her in bed, otherwise her body would eramp and be so for 2 hears. She took but I betties of the Nerve Tonic which myself and wife gladly testify, it truly had the desired effect.

37 ALAMORA, Col., Jam., '89.

Our Passiblet for sufferent of nerrous dis. 4 rill be sent free to any address, and poor national an also obtain this medicine free of charge from This remedy has been prepared by the Heverend into Rossig, of Fort Wayne, Ind., for the past a rears, and is now prepared under his direction

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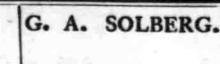
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